

DEPARTMENT OF TRANSPORTATION
U.S. COAST GUARD
STATEMENT OF
ADMIRAL JAMES M. LOY
ON
SEAPORT SECURITY
BEFORE THE
COMMITTEE ON COMMERCE, SCIENCE & TRANSPORTATION
U.S. SENATE
OCTOBER 4, 2000

Good morning, Mr. Chairman and distinguished members of the Committee. As Commandant of the U.S. Coast Guard, I want to thank you for the opportunity to appear before you today to discuss the Coast Guard's views regarding the final report of the Interagency Commission on Crime and Security in U.S. Seaports, hereinafter referred to as the Seaport Commission Report.

The Seaport Commission Report is unique in that all of the appropriate federal agencies worked together to develop and agree to an outline on how to improve security and reduce crime within our nation's port environment. As a multi-mission, maritime, military service within the Department of Transportation, the Coast Guard is a leader in ensuring America's maritime security. As a lead agency for seaport security, we provide valuable service to the American people by making the nation safer, cleaner, more mobile, and more secure. The Coast Guard concurs with and fully supports the findings and recommendations of the report.

As you know from Secretary Slater's September 1999 Report to Congress on the U.S. Marine Transportation System (MTS), U.S. trade is expected to more than double by the year 2020. In addition, the President's National Security policy, under Critical Infrastructure Protection, states that "Our national security and our economic prosperity rest on a foundation of critical infrastructures..." which includes transportation. The Seaport Commission Report identifies a lack of adequate security for our critical MTS infrastructure, which can potentially affect our entire economy. Therefore, it is very important that we address the issues of security and crime in seaports now. If we do, we can assure our National Security and our ability to keep our nation's transportation system the very best in the world. The report contains a solid prescription for making our

ports secure, guaranteeing our economic and national security, and reducing crime in those ports.

We have begun to address some of the issues identified by the Commission under Secretary Slater's MTS initiative. The Report to Congress on the U.S. Marine Transportation System was developed in concert with all government agencies and maritime industry stakeholders involved in the MTS. The report outlines the current state of the MTS, establishes a vision for the future, and identifies what is needed to get there, including a framework of national, regional, and local MTS coordinating committees. A significant piece of the MTS report deals with security issues, from the standpoint of both national defense and border control/law enforcement. The report states that the MTS is especially vulnerable to crime and terrorism because of the scale, complexity, and pace of activity in our ports, which often overwhelms local, state, and federal enforcement capabilities. Fortunately, the strength of the MTS design is the interagency partnership that has developed from the national to the local level.

Similar to the MTS report, the Seaport Commission Report identifies the need to balance the management of maritime cargo movement with maintaining security of our MTS. The Commission suggests using MTS interagency committees and an interagency operational systems approach to facilitate both cargo growth and border control.

The Seaport Commission recognizes the leadership value of the MTS coordination committees, MARAD's Marine Transportation System National Advisory Committee (MTSNAC), and the Interagency Committee on the Marine Transportation System (ICMTS), chaired by the Coast Guard. The Commission recommends that the aforementioned committees develop implementation plans for several important proposals stated in the report. I fully endorse this approach. To this end, I am pleased to note that progress has already been made in establishing a security subcommittee in both the MTSNAC and the ICMTS.

The Commission recognized that additional resources are needed to implement some of its recommendations. Examples include implementing infrastructure improvements to allow for interagency systems integration, and pursuing the "model port concept" through

which best practices by marine terminal operators are shared, and voluntary minimum-security guidelines are developed.

The report indicates that, to the extent there are resource implications, they must be weighed against other priorities in the context of the overall budget. The Coast Guard intends to do that in the context of budget development.

In summary, the Coast Guard is encouraged that seaport security concerns are receiving national attention. I am also pleased that Seaport Commission suggests that the MTS coordinating committees implement many of their recommendations. Thank you for the opportunity to submit this written statement for the record.